

Proposed Tolling Policies for Washington State (as of June 2006)

1. Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of transportation funding. That policy should evolve over time:

Short Term (within 10 years)	<ul style="list-style-type: none">• Accelerate implementation of high-cost/high-need projects such as SR 520, Columbia River Crossing at Vancouver, and Snoqualmie Pass.• Use price differentials as appropriate to make most effective use of the system.• Convert HOV lanes to HOV/tolled express lanes to optimize performance and maintain free-flowing service for transit, vanpools and carpools.
Medium Term (within 20 years)	<p>Consider potential for building additional capacity as tolled express lanes through more extensive study of long-term costs and benefits.</p> <p>Consider broader use of tolling to optimize system performance.</p>
Long Term (beyond 20 years)	Consider more extensive use of tolls as the ability to build more capacity is constrained, traditional revenue sources decline, and technology advances.

2. Tolling should be used when it can be demonstrated to:
 - Contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources; and/or
 - Optimize system performance, such as with an HOV/Tolled Express lane.

Such tolling should in all cases:

- Be fairly and equitably applied in the context of the statewide transportation system.
- Not have significant adverse impacts through diversion of traffic to other routes.

3. Toll revenue should be used only to improve, maintain or operate the transportation system.
4. Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.
5. Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.
6. Following broad statutory direction, the Washington State Transportation Commission, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.
7. The Washington State Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the state.
8. Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollbooths wherever possible.
9. The setting of transportation priorities in the state should not be influenced by the potential availability of toll revenues.